DEPARTMENT OF PLANNING AND ZONING

Jeremy Lena
Stonebridge Carras
7200 Wisconsin Avenue
Bethesda, MD 20814

August 26, 2016

RE: DSUP2015-00026
Oakville Triangle Block A-1
Completeness Plan #2

Dear Mr. Lena:

City Staff has completed review of the second Completeness plan materials you submitted for Oakville Block A-1. The plans have been deemed incomplete pending additional information and approval of a Stormwater Management Master Plan. The SWMMP has been submitted and is under review by the City. The attached comments are based upon the submitted completeness plan, dated August 15, 2016, that shows the proposed office building with ground floor retail, below grade garage, and temporary surface parking lot.

If you have any additional questions, feel free to contact me at shaun.smith@alexandriava.gov or call me at (703) 746-3854.

Sincerely,

Chrishaun Smith, CZA

cc: Shanna Austin, T&ES
Gary Wagner, P&Z
Robert Kerns, P&Z

PLANNING AND ZONING (P&Z):

Findings

F-1 Engineering drawings for site plan and A1.40 show parking spaces at 9 feet by 18.5 feet, but floor plans for A1.89 and A1.90 show the southern three rows in the middle section of the garage with standard spaces that are 9 feet by 18 feet. Please reconcile for consistency and call out measurements to show that all standard spaces meet the minimum size and still can maintain required aisle width.

F-2 Based on the recent update to the sign ordinance of the Alexandria Zoning Ordinance, a temporary construction sign is limited to 1 sign with a total square footage of 40 SF. The applicant should consider applying for an SUP for a waiver in the sign requirements (Section 9-103.D) for temporary construction signage within the DSUP applications for each block. Zoning recommends that the applicant request an SUP that explicitly indicates the size and number of temporary construction signs desired during construction.

Comments

1. Show the proposed access and maintenance agreement areas for all sides of the building between the property line and the building face. These will require to be platted at Final Site Plan.

2. Sheet L4:1: Provide the details of the material for the surface parking lot screening fence.

3. Please provide break down of net and gross floor area on the FAR Plan for Level 1 for each use (Commercial, Service/BOH, and Office).

4. Please provide additional detail on potential focal point elements within the pedestrian plaza. In addition to incorporating a location for public art, consider incorporating a water element into the design, as described under Open Space standards 4.27 and 4.28 (pg. 134) of the Urban Design Guidelines & Standards.

5. Please revise encroachment application to specify the total square footage of the encroachment in the narrative.

ARCHAEOLOGY

Archaeology Findings

F-3 The property known as the Oakville Triangle is bound by Fannon St. on the south, by Calvert St. on the north, by Route 1 on the east, and by Mount Jefferson Park on the west, is located on acreage that once belonged to the Swann family in the nineteenth century. William T. Swann and his wife Frances Alexander Swann established a small

plantation which they called Oakville (reputedly a reference to the mature oak trees that dotted the plantation) in the early nineteenth century, prior to William's death in 1823. Frances died at Oakville in 1856 and the property passed to her son Thomas Swann and his wife Helen Chapman Swann. Not long after the Civil War, the Swanns relocated to a new home at Mount Auburn (overlooking what is now the 3000 block of Mount Vernon Avenue), but retained ownership of the 15 acre Oakville property. Remnants of the plantation continued to stand into the 1920s, even after a railroad spur was built across the property around 1900.

F-4 According to historic maps and aerial photographs, the core area of Oakville was located between Calvert Ave. and Swann Ave. where warehouse facilities now stand. Given the likelihood that the current buildings were built on slab foundations, subsurface archaeological evidence of Oakville may be preserved on the property.

F-5 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

Comments

6. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.

7. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented.

8. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all

archaeological fieldwork has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities.

9. Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist.

10. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities.

11. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities.

Code

C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES
Findings:

F-6: The plan is deemed incomplete pending the review of Water Management Master Plan (WMMP) and Storm Water management Master Plan (SWMMP) and resolution of the sanitary and storm comments on Infrastructure Plan. (I-ROW/SWM)

F-7: Transit has no comments on this submission.

Comments (Completeness items that must be addressed with the next submission):

12. In continuation of response to previous the SWMMP is routed with comments due to the submitting engineer on September 9, 2016 from staff after staff agreed in a conference call with Mr. Duncan Blair to advance the due date by one week in lieu of the lost time due to the late submission of comments on Final Site Plan #1, Infrastructure Plan. (I-ROW)

13. In continuation of response to previous Comment #28, point out the location of the note regarding Sheets C406, C407. (I-ROW)

14. Sheets C700 C700 through C705: In continuation of response to previous Comment #29, revise the analysis using the rainfall depths for the City of Alexandria as: 1Yr 24 hour = 2.70, 2 Yr 24 hour =3.20, 10 Yr 24 hour = 5.20, and 100 Yr 24 hour = 8.2 inches per NRCS (formerly SCS) TR-55 method especially for the ten year storm from 4.87 inches to 5.2 inches. The overland relief shall be provided for 100 Yr 24 hour = 8.2 inches of rainfall depth in the final site plan. Provide computations for channel protection and flood protection analyses in accordance with the requirements of Article XIII Environmental Management Ordinance. (I-ROW)

15. Sheet C702: Provide information and Sheet numbers for PondPack Computations. (I-ROW)

16. In continuation of response to previous Comment #30, the SWMMP is routed with comments due to the submitting engineer on September 9, 2016 from staff after staff agreed in a conference call with Mr. Duncan Blair to advance the due date by one week in lieu of the lost time due to the late submission of comments on Final Site Plan #1, Infrastructure Plan. (I-ROW)

17. In continuation of response to previous Comment #31, Phasing plan will be reviewed as a part of the SWMMP. (I-ROW)

18. Sheet C300: In continuation of response to previous Comment #31, include DSUP Numbers with date of approval/ Planning Commission and City Council actions or pending approval.
    a. DSP2014-00032: Infrastructure Plan
    b. DSP2016-00030: Block B
    c. DSP2016-00033: Block D
    d. DSP2016-00034: SWMMP (I-ROW)

19. C800: Sanitary Outfall Narrative', in continuation of response to previous Comment #32, a sanitary sewer outfall analysis must be submitted as part of this DSUP and must be consistent with the Oakville Triangle Infrastructure Plan. This plan will be deemed incomplete until the following information is provided: (I-ROW)
    a. Sheet C201 from this plan and is required in both this DSUP and in the Infrastructure Plan.
    b. Survey information for Manhole 5322.
    c. Verification of the pipe material on all local collector pipes and the revision of the information, if needed. Based on City's recent field visits, some of the existing sanitary sewers along Fannon and Oakville streets appear to be concrete, not PVC as has been assumed by the submitting engineer.

d. An adequate sanitary sewer analysis shall be completed to identify the collector sewers to be upgraded and constructed with the infrastructure plan.

20. In continuation of response to previous Comment #35, the site plan shall show the location of the trash compactor connected to a sanitary sewer. It is recommended that the discharge from the trash compactor to the sanitary sewer conveys through gravity. (I-ROW)

21. In continuation of response to previous Comment #35, the site plan shall show the location of the trash compactor connected to a sanitary sewer. It is recommended that the discharge from the trash compactor to the sanitary sewer conveys through gravity. (I-ROW)

22. In continuation of response to previous Comment #36, is the (*) used to denote the infrastructure constructed under infrastructure plan applicable to the right of way constructed and to be dedicated to the City? If so, call it out in the site plan. (I-ROW)

23. In continuation of response to previous Comment #37, the transformers and switch gears must be installed on first floor in garage so that these can be rolled out on the public right of way to be picked up by cranes and put in trucks for repair and replacement. (I-ROW)

24. With next submission, revise sheet C700 WQVD block that has 'no' circled since the project is meeting the WQVD. (SWM and IROW)

25. Per previous comments on individual buildings and the infrastructure plan, more information is needed regarding the shared parking plan for this development. Provide more specific details showing how the parking requirement for each building will be met. This should include an accounting of all uses in the development that will be sharing spaces and a summary of how many spaces are available for each use and in which garage. Include information about how these spaces are intended to be managed to be efficiently used. (Transportation Planning)

26. Show turning movement for the last space which is adjacent to the Block A-2 at the SE corner of the site. (Transportation)

Comments (Non-Completeness Items that should be provided with the next submission):

27. In continuation of response to previous Comment #34, the site plan shall show the location of the commercial kitchen with an oil and grease separator. It will be a future condition, to sign a maintenance agreement of oil and grease separator. (I-ROW)

28. At the ground level parking lot, provide stop bar for 2 spaces which are at the NR corner of the garage ramp. (Transportation)

29. Per further coordination with the City's Office of Human Rights, please remove the detectable warning strips across the loading bay. (Transportation Planning)

30. Coordinate with the Transportation Planning's Complete Streets team on street typologies for the contextual plan: 703.746.4160. (Transportation Planning)

FIRE DEPARTMENT:

Findings

F-8: The following comments are for concept 2 review only. Additional comments may be forthcoming once the Applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.
Acknowledged by the applicant

F-9: All new fire hydrants on property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance, and service. This will be evaluated on a case by case basis.
Acknowledged by the applicant

Recommendations

31. To improve fire department operational capabilities, it is recommended that all stairways extend to the roof level for direct access to the roof.
Acknowledged by the applicant

Code

32. The Applicant shall provide a separate Fire Service Plan which illustrates **where applicable**: a) emergency ingress/egress routes to the site; b) one fire department connection (FDC) for buildings under 5 stories or 55 feet or two sufficiently remote FDC's for buildings over 5 stories or 55 feet; c) FDC's located within one hundred (100) feet of any existing or new fire hydrants d) new fire hydrants installed not less than forty (40) feet from building e) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; f) emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet; g) the location and size of the separate fire line(s) for the building fire service connection and fire hydrants.

a) Vehicle routes have been shown.
b) Only one FDC is shown on plans. Two are required due to height of building and one must be on the address side of the building.
c) FDC that is shown is within 100 feet of hydrant. Second FDC not shown.
d) Hydrant shown are within limits.
e) Hydrants shown exceed 300 foot requirement.
f) No EVE required as these are public streets.
g) Fire line size will be determined by fire sprinkler system demand as determined by engineer or fire protection contractor.

33. The Applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will determine if item 6 requirements apply.
Provided by applicant.

34. If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures designated as an EVE shall be designed to AASHTO HS-20 loadings.

35. The Applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The two copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.
Acknowledged by applicant.

36. A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.
Acknowledged by applicant.

37. The Applicant of any building or structure constructed in excess of 10,000 square feet; any building or structure which constructs an addition in excess of 10,000 square feet; or any building where there is a level below grade shall contact the City of Alexandria Radio Communications Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed for compliance with the radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:

    a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
    b. The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
    c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
    d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage exceeding -95 dBm when transmitting or receiving.
    e. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

    If the building or structure fails to meet the above criteria, the Applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. A bi-directional amplifier or other powered equipment must consist of two power sources:

    a. Primary Source: Dedicated branch circuit.
    b. Secondary Source: Battery backup capable of powering the system for 12 hours at 100 percent capacity.

    Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.
    Acknowledged by applicant.

38. The fire service plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:

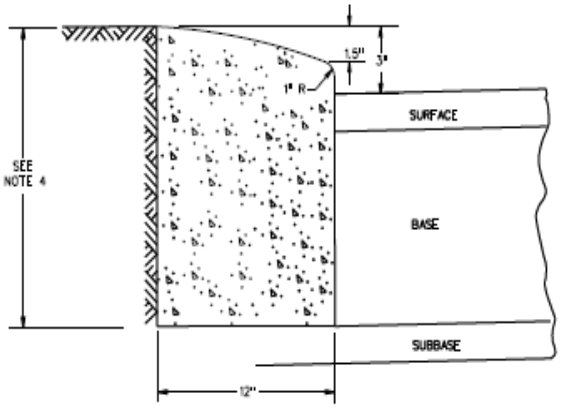
Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.
Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement. With the exception of flush curbs, any fire department access points that require fire apparatus to mount a curb shall conform to the modified 3 inch curb design standard MOD CG-3 or MOD CG-7 design as shown.

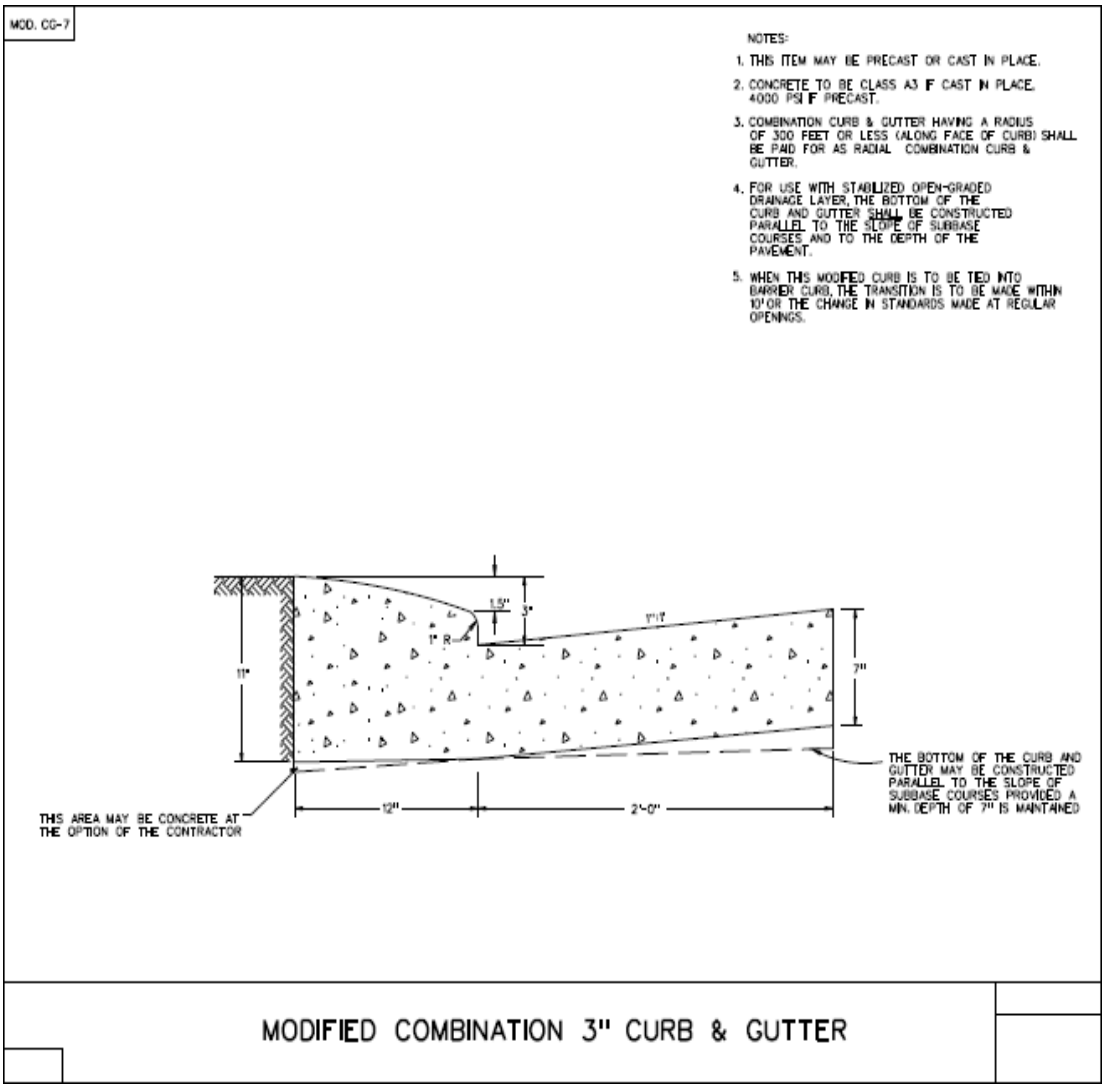
MOD. CG-3

NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) WILL BE PAID FOR AS RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (13" DEPTH) OR INCREASED AS MUCH AS 3" (19" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE, OTHERWISE THE DEPTH IS TO BE 16" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.
5. WHEN THIS MODIFIED CURB IS TO BE TIED INTO BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN 10' OR THE CHANGE IN STANDARDS MADE AT REGULAR OPENINGS.



MODIFIED 3" CURB


MOD. CG-7
NOTES:
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) SHALL BE PAID FOR AS RADIAL COMBINATION CURB & GUTTER.
4. FOR USE WITH STABILIZED OPEN-GRADED DRAINAGE LAYER, THE BOTTOM OF THE CURB AND GUTTER SHALL BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBBASE COURSES AND TO THE DEPTH OF THE PAVEMENT.
5. WHEN THIS MODIFIED CURB IS TO BE TIED INTO BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN 10' OR THE CHANGE IN STANDARDS MADE AT REGULAR OPENINGS.
1.5"
3"
1" R
11"
7"
12"
2'-0"
THIS AREA MAY BE CONCRETE AT THE OPTION OF THE CONTRACTOR
THE BOTTOM OF THE CURB AND GUTTER MAY BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBBASE COURSES PROVIDED A MIN. DEPTH OF 7" IS MAINTAINED
MODIFIED COMBINATION 3" CURB & GUTTER


12"
3/8"
NO PARKING
FIRE LANE
EM. VEH. EAS.
CITY OF ALEX.
18"
R1"
12"
3/8"
NO PARKING
FIRE LANE
EM. VEH. EAS.
CITY OF ALEX.
18"
R1"
12"
3/8"
NO PARKING
FIRE LANE
EM. VEH. EAS.
CITY OF ALEX.
18"
R1"

39. Show fire apparatus vehicle turning radius based on the following specifications:

Tower 203 Turning Specifications

- Turning Radius – Wall to Wall = 54.98 feet + / – 2 feet
- Curb to Curb = 51.33 feet + / - 2 feet
- Inside turning radius = 37.73 feet + / - 2 feet
- Overall Length – 47’ – 4 ½”
- Overall Width – 98”
- Wheel Bases from front axle to both rear axles – 240”
- Tandem axle spacing – 56” CL of axle to CL of axle
- Gross Weight – As built with no equipment or water gross weight = 66,000#
- Angle of Approach – 13 Degrees
- Angle of Departure – 11 degrees
- Ramp Break Over – Break over angle is 9°

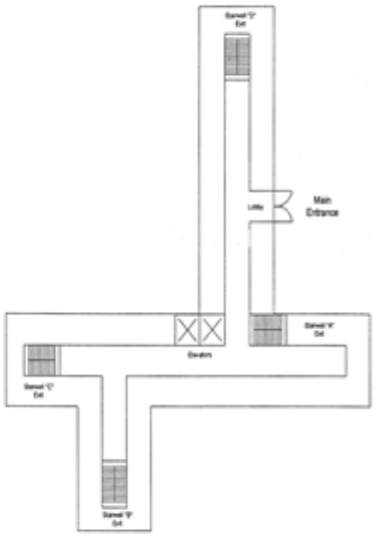
Acknowledged by applicant.

40. Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color.

In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the building exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as required.

Ex. Stairway Identification Sign



Ex. Building Footprint Sign

Acknowledged by applicant.

41. Existing fire hydrants shall remain in-service and unobstructed during construction

Acknowledged by applicant.

OFFICE OF HOUSING

42. The affordable housing contribution associated with this site will be met by the on-site affordable residential units to be provided in the multifamily rental buildings on Blocks A and D as approved in the CDD Concept Plan 2014-0002 and presented in the Affordable Housing Plan dated November 2, 2015.

POLICE DEPARTMENT
Comments

43. A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-1920.

44. Any proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.

45. No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.

46. Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.

47. Any proposed trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.

48. The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained

49. For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.

50. For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white or light colored concrete

51. The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.

52. It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.

53. It is recommended that the vehicular entrance to the garage be secured by a coiling gate

54. Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.

55. The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

56. Provide a secure location where residents and visitors bicycles can be stored to prevent theft.

57. Provide a ground anchor and a secure location where residents and visitors are able to secure their motorcycles.

CODE ADMINISTRATION

Comments

58. No Code Enforcement comments at this time.

RECREATION, PARKS, AND CULTURAL AMENITIES

Comments

59. No Recreation, Parks, and Cultural Amenities comments at this time.

---------- End Comments ----------